-----Original Message-----
From: Whitacre, Jan M CIV NAVSUP FLC Pearl Harbor
Sent: Tuesday, October 14, 2014 2:57 PM
To: Reynolds.Rebekah@epa.gov; wade.h.hargrove@hawaii.gov
Cc: Hommon, Rebecca M CIV CNRH, N00L; Coker, David C CIV NAVFAC PAC, 09C; Daugherty, Steven A CIV NAVFAC Pacific, 09C; Yee, Corinne S CIV NAVFAC HAWAII; Vogel, Burr M CDR NAVFAC HI, OP; Poentis, Aaron Y CIV NAVFAC HI, EV; Shimabuku, June T. CIV NAVFAC HI, EV4; Kishaba, Raelynn I CIV NAVFAC HI, EV4; 'Chen, Leslie DLA' (leslie.chen@dla.mil); james.diliberti@dla.mil
Subject: Red Hill Document Production - EPA/DOH Request 1.b. / Navy Questions # 6 and 7 - Dates and Estimates of Historical Releases - Tanks 14 and 15

Rebekah/Wade -

The attached documents construction, repairs and historical releases for Red Hill Tanks #14 and 15. This summary report is provided primarily in response to EPA/DOH Request 1.b. and Navy Questions 6 and 7 for information regarding dates and estimated volumes of historical releases.

I note here that estimates regarding the volume of releases are estimates only and were based on information available at the time of the event. Some, and perhaps all, estimates may be inflated due to losses within the system through leaky valves or within the tell-tale system.

Although the attached is provided pursuant to and in the course of negotiations, the sender poses no restrictions on further distribution.

R,
JMW

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Tank History for Tank 14, Red Hill

RED HILL TANK NO. 14 PRODUCT: DFM

DATE	REMARKS
3/23/49	Cleaned tank. Labor Cost: $1905.80. Material: $393.05
10/11/63	Calibrated gauge.
10/27/67	Changed oil seals on valves.
1/5/68	Patched three holes and repaired two hangers from vent pipe (4-1/2 hours).
2/12/72	Emptied and cleaned for conversion.
2/8/73	Hosed down tank with emulsifier. Labor Cost: $1615
3/1/73	Welded 6" standard flange on 10" water line. Labor Cost: $80.
3/13/73	Converted to Navy Distillate. Emptied and cleaned for conversion.
10/24/73	Emptied Navy Distillate.
10/25/73	Converted to Navy Special
10/73	Drained 18" line and blanked.
5/28/75	Emptied and cleaned for conversion.
9/14/73	Telemeter system installed. Reconverted to NSFO.

6/75 Emptied tank.

6/75 Welded "T" to 16" line.

7/28/75 Cleaned tank. Finished 8/15/78.

8/26/75 Filled tank with Navy Distillate.

8/26/75 Converted to DFM.

4/17/80 Completed fuel removal for turnover to contractor for MILCON P-060. Contractor began work.

3/27/80 A final inspection of tank was conducted. Tank bottom had numerous holidays. Contractor was informed to correct discrepancies.

4/12/81 Tank was returned to service for leak testing under MCON Project P-060.

2/11/82 Tank was removed from service for leak repairs.

Date Remarks

Unless otherwise noted, all work in the following entries was done by AMAN Environmental Construction, Inc. and their subcontractors under DFSC M&R Project PRL93-17 (M1-93), Contract No. N62755-94-D-2802 entitled Clean Underground Fuel Storage Tanks, Red Hill Fuel Storage Facility. The project was administered by PWC Contracts Dept.

8/29/95 M. Wegmann (Asteroid Corp. - under contract to FISC) and R. Krouse (FISC MAINT) assisted AMAN to remove the telemeter tape, float, and counterweight; and the high level alarm assembly.

9/6/95 From 1030 to 1300 J. Gammon (FISC), W. Choy (PWC CME), R. Koyama (PWC CONREP), and C. Noyes (AMAN CQC) inspected tank bottom for cleanliness prior to start of inspection by API-653 certified inspector. Bottom was adequately cleaned. Marked deeper pits for special attention by inspector. Noted slight discoloration on bottom plate indicating possible leak from telemeter counterweight pipe. Noyes pointed out a hole through the gasket on the flange of the 18-inch pipe nozzle and pitting on inside surface of 8-inch slop line just below tank bottom. The face of the 18-inch flange is located approx. 5-inches above the tank bottom. Took photos.

9/7/95 Bottom inspection started by L. Woodman (CONAM MMP - AMAN sub for API-653 inspection), API Certification No. ___. Marked and measured pits, dents, and gouges in bottom and "A" course plates.

9/8/95 From 0830 to 0947 W. Choy (PWC CME), C. Noyes (AMAN CQC) and J. Gammon (FISC SUPT) observed L. Woodman and helper test welds in "A" course of lower dome with a vacuum box. Gammon memo to Choy of 9/8/95 noted that Woodman's method of applying bubble forming solution was not in accordance with CONAM MMP testing procedures approved by PWC, and noted that vacuum box testing procedure was not

in accordance with project specs. Vacuum pulled from 0 to 20-inches of mercury with no intermediate stop at a lower vacuum.

9/12/95 From 0725 to 0910 R. Koyama (PWC CONREP), C. Noyes (AMAN CQC), and J. Gammon (FISC SUPT) observed L. Woodman (CONAM MMP) and helper vacuum box test welds on the horizontal floor plates, hold-down clips, and nozzles. Bubble forming solution applied in accordance with CONAM MMP procedures and vacuum box testing procedure approved by PWC. Vacuum varied from 10 to 20-inches of mercury depending on the quality of the seal at the edge of the vacuum box. Woodman stated that he could not test the pipe-to-repad weld on the 18-inch nozzle because he did not have the correct size vacuum box.

9/13/95 1. From 0746 to 0900 W. Choy (PWC CME), C. Noyes (AMAN CQC), and M. Gladson (FISC PM) inspected the tank bottom. Recommended no repair of the pipe-to-repad weld on 18-inch nozzle.

2. L. Woodman (CONAM MMP) checked dents and gouges in bottom and "A" course plates for cracks with a flaw detector.

10/27/95 1. From 1232 to 1325 B. Dmitrijev (FISC PM) and M.

Sakai (PWC CME) inspected bottom of counterweight pipe, tee on 18-inch nozzle pipe, and dents/gouges in bottom and "A" course plates.

2. From 1330 to 1440 S. Butler (FUEL MAINT) and W. Sumner (AMAN SUPT) inspected tee on 18-inch nozzle pipe.

12/14/95 R. Krouse and M. Hamai (FUEL MAINT) reinstalled old telemeter float and counterweight with a new telemeter tape.

12/28/95 From 1135 to 1255 R. Koyama (PWC CONREP), M. Gladson (FISC PM), and J. Gammon (FISC SUPT) examined bottom of tank for pre-final inspection. Found new scratches and old scratches (marked but not repaired) on the "A" course of plates. Debris (possibly a rag) was visible at the bottom of the slop line. "B", "C", and "D" course plates in the lower dome underneath the catwalk were dirty and need to be recleaned.

1/5/96 1. R. Krouse and M. Hamai (FUEL MAINT) reinstalled the high level alarm.

2. From 0730 to 0834 R. Koyama (PWC CONREP), C. Noyes (AMAN CQC), and J. Gammon (FISC SUPT) examined tank bottom for final inspection. All scratches had been repaired with a light sanding followed by three coats of

epoxy per specification. The slop line was empty and clean. The lower dome plates underneath the catwalk were clean.

1/10/96 1. At 0800 R. Koyama (PWC CONREP), C. Noyes (AMAN CQC), R. Young (FISC CONREP), and J. Gammon (FISC SUPT) inspected the 32-inch and 18-inch fuel lines and skin valves, sample lines, and sample line casing pipe in the Lower Access Tunnel. Fuel lines had dirt and debris, sample lines had fuel, and skin valve bonnets were filled with water. Noted a dent approx. 6-inches in diameter in the pipe wall of the 32-inch line located 8-feet in from skin valve in 3:00 position.

2. At 1000 R. Young and J. Gammon returned with HT2 Larry Brown (SUBASE IMF - NDT Shop) who measured the wall thickness of the 32-inch pipe in the area of the dent using an ultrasonic thickness tester. Minimum wall thickness was 0.371-inch. Brown used a dye penetrant to test the girth weld connecting the 32-inch pipe with the 32-to-20-inch reducer near the dent from the 1:00 to 5:00 position. No cracks were found.

1/11/96 1. At 0900 R. Koyama (PWC CONREP), C. Noyes (AMAN CQC), R. Young (FISC CONREP), and J. Gammon (FISC SUPT) reinspected the 32-inch and 18-inch fuel lines and skin

valves, and sample lines. All were clean and accepted.

2. From 0930 to 1100 R. Young and J. Gammon measured the wall thickness of the 18-inch and 32-inch pipelines using the Fuel Department's Krautkramer-Branson Model DM2E ultrasonic thickness tester. Location is measured from the outboard flange of the skin valve. Position is based on the clock. More measurements were taken on the inboard end of the 32-inch line as it appears to be the lower end where water would accumulate and cause corrosion.

Location	Position			
	3:00	6:00	9:00	12:00
18-inch Pipeline Wall Thickness				
2'-0"	0.407	0.393	0.395	0.406
2'-8"	0.411	0.400	0.403	0.398
32-inch Pipeline Wall Thickness				
44'-0"	0.391	0.399	0.397	0.393
43'-0"	0.387	0.385	0.391	0.397
42'-0"	0.392	0.370	0.398	0.398
41'-0"	0.397	0.383	0.392	0.406
40'-0"	0.397	0.386	0.401	0.409
35'-0"	0.396	0.388	0.400	0.406
30'-0"	0.402	0.385	0.398	0.401

25'-0"	0.403	0.387	0.407	0.397
20'-0'	0.399	0.388	0.401	0.405
15'-0"	0.400	0.397	0.399	0.406
10'-0"	0.401	0.397	0.398	0.403
5'-0"	0.417	0.413	0.409	0.414

RED HILL TANK NO. 15
PRODUCT: DFM

DATE	REMARKS
8/27/51	Cleaned tank. Labor Cost $2150. Material: $420.65.
10/11/63	Calibrated gauge.
9/64	Cleaned by PHNAVSHIPYD. Condition of tank good. Cost: $3,960.
10/30/67	Changed oil seals on tank valves.
9/20/72	Emptied and cleaned for conversion.
9/22-10/5/72	Cleaned tank in preparation for conversion to Navy Distillate. Labor cost: $1,250.
10/27/72	Converted to Navy Distillate. Emptied and cleaned for conversion.
9/14/73	Telemeter system installed. Converted to DFM.
6/75	Emptied tank.
6/75	Welded "T" to mainline 16".
8/1/80	Completed fuel removal for turnover to contractor.
8/4/80	Contractor began work.
	7/14/81 Deputy Director inspected tank. Tank was found to be in good condition and suitable for return to service. 7/19/81 Tank was returned to service. Tank leaked badly and fuel level in tank was dropped to try and isolate leak.
8/30/81	Tank was removed from service for leak repairs.
10/2/81	Tank was refilled after first rework to repair leaks. Tank was filled to 185' level and showed leakage.
1/6/82	Tank was refilled for leak testing.